

## A. Model 115

Length of regulating rod in mm<sup>1)</sup>

Manual transmission	without air conditioning	263
	with air conditioning	238
Automatic transmission		251

<sup>1)</sup> Adjusting dimension, measured from center of ball socket to center of ball socket.

### Note

Prior to adjusting regulating rod and control pressure rod make sure that the automatic choke is switched off and that the idle speed stop is at carburetor. The Bowden wire for cruise control/Tempomat should rest free of tension against regulating lever.

### Adjustment

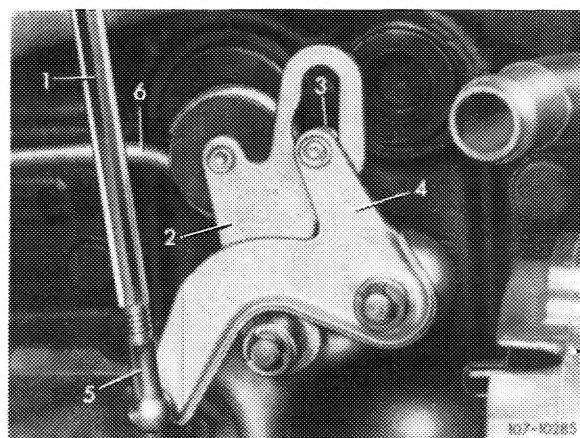
#### Regulating linkage on manual transmission

Adjust regulating rod (1) in such a manner that roller (3) in slotted lever (2) rests free of tension against end stop.

On vehicles with air conditioning, keep engine running for this purpose.

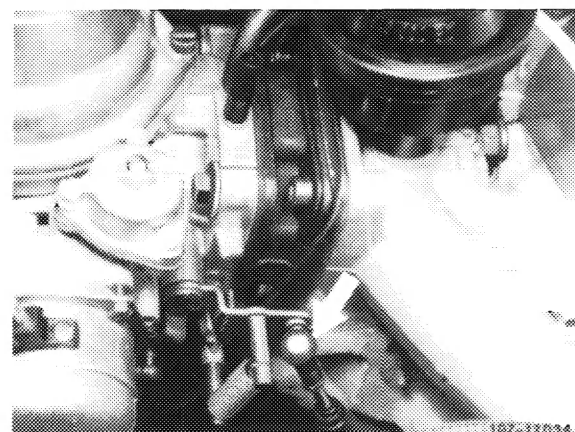
**Note:** The regulating rod has lefthand and righthand threads.

Length without air conditioning 263 mm  
Length with air conditioning 238 mm



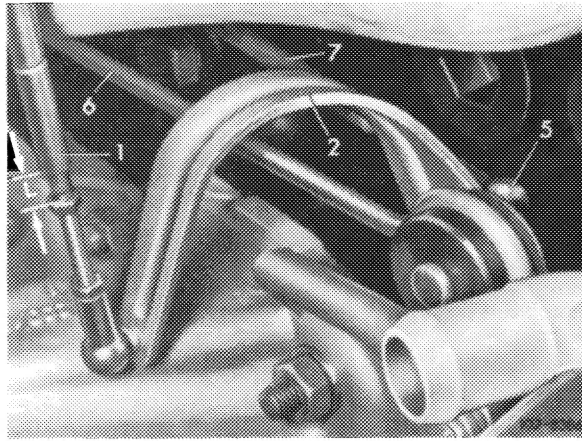
#### Regulating linkage with automatic transmission

With engine running, adjust regulating rod on ball socket (arrow) in completely extended condition to permit connection to throttle valve lever free of tension.



### Adjusting control pressure rod

**Run engine at idle.** Disconnect control pressure rod (7) by pulling off ball socket (5) and push to the rear up to stop (idle throttle position). In this position, adjust ball socket (5) in such a manner that the control pressure rod can be connected **free of tension**.



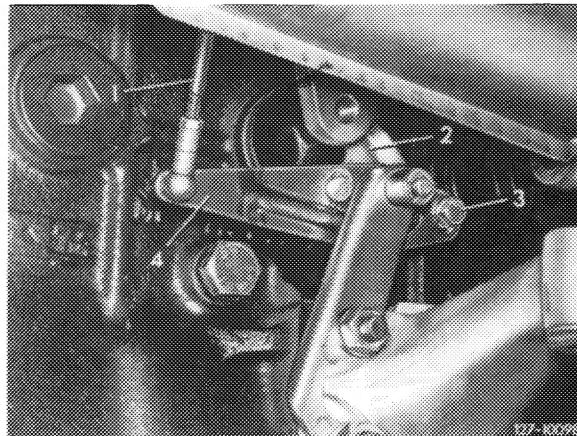
### California version

Unscrew vacuum governor, disconnect connecting rod to automatic choke in such a manner that the throttle valve rests against idle speed stop.

Loosen clamping screw (3), turn the two levers 2 and 4 in relation to each other until the control pressure rod rests completely at the rear against idle speed stop.

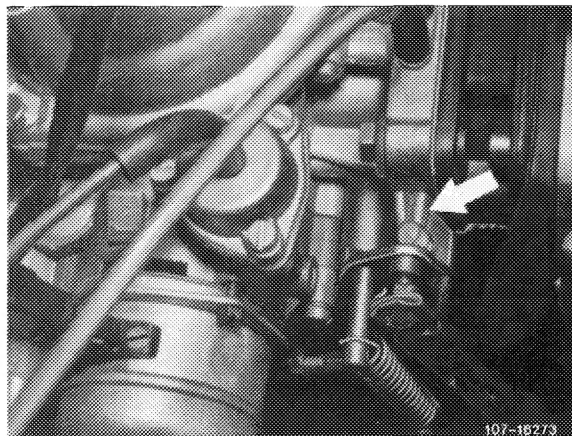
Tighten clamping screw (3), then kickdown from accelerator lever end and check whether throttle valve rests against full throttle stop, adjust full throttle stop, if required.

Screw vacuum governor on again and reconnect connecting rod to choke.



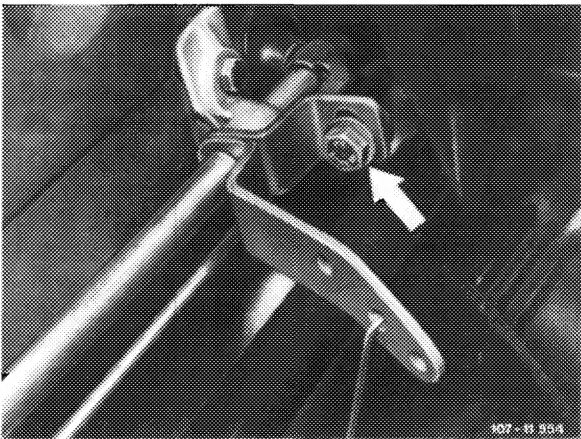
### Adjusting full throttle stop

On vehicles with **manual transmission** step completely down on accelerator pedal with **engine stopped**. In this position, the throttle valve lever should rest against full load stop (arrow) of carburetor.



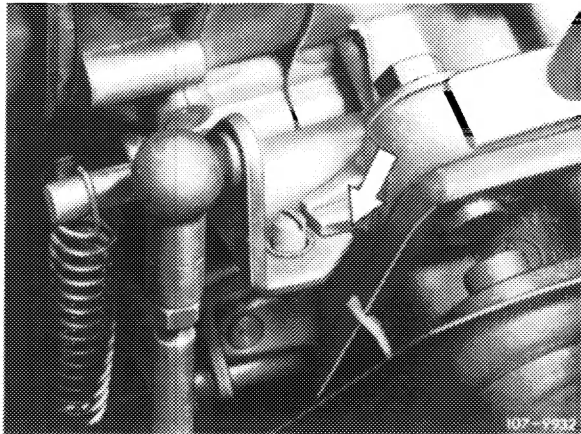
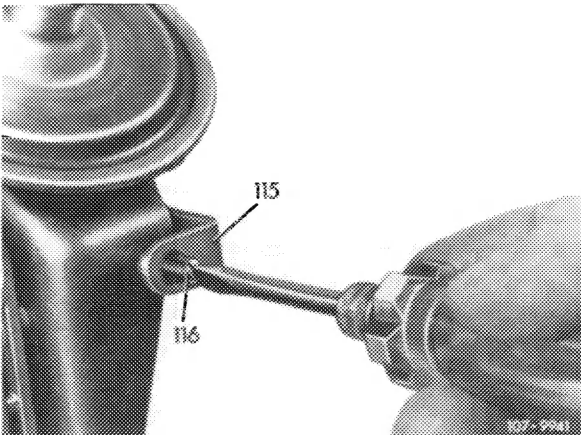
On vehicles with **automatic transmission** depress accelerator pedal, with **engine stopped**, only up to stop on kickdown switch (do not operate kickdown switch). In this position, the throttle valve lever should rest against full throttle stop (arrow) of carburetor.

If full throttle stop is not attained, loosen clamping screw (arrow) on regulating shaft. Release accelerator pedal slightly and tighten screw again. Check full throttle stop once again, and repeat adjusting procedure, if required.



**USA California version**

With accelerator pedal completely down, set adjusting screw (116) in such a manner that a clearance of **0.5 mm** is available between throttle valve lever and stop (arrow) on carburetor housing.



**B. Model 123**

**Length of regulating rod in mm<sup>1)</sup>**

Manual transmission	without air conditioning	259
	with air conditioning	232
Automatic transmission		247

<sup>1)</sup> Adjusting dimension, measured from center of ball socket to center of ball socket.

## Note

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Prior to adjusting regulating rod and control pressure rod make sure that the automatic choke is switched off and that the idle speed stop is at carburetor. The Bowden wire for cruise control/Tempomat should rest free of tension against regulating lever.

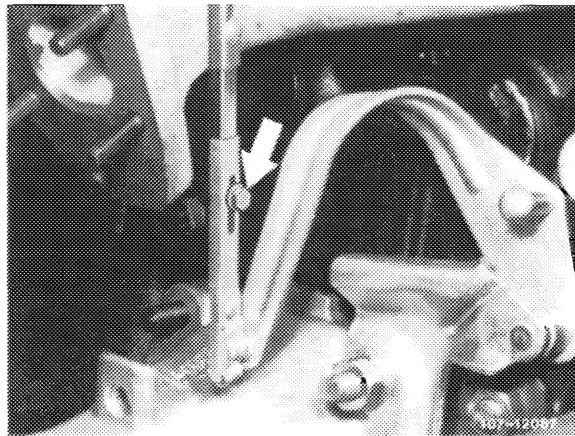
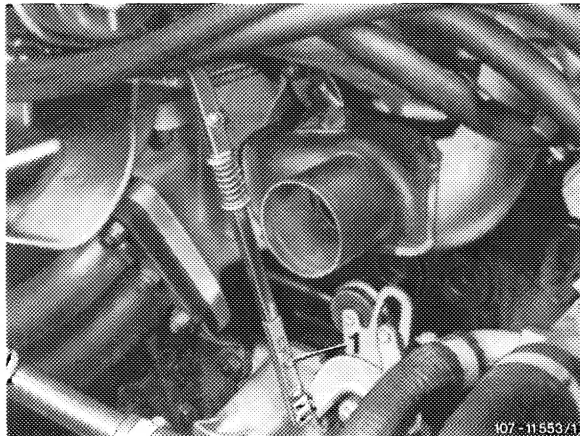
## Adjustment

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### Regulating linkage with manual transmission

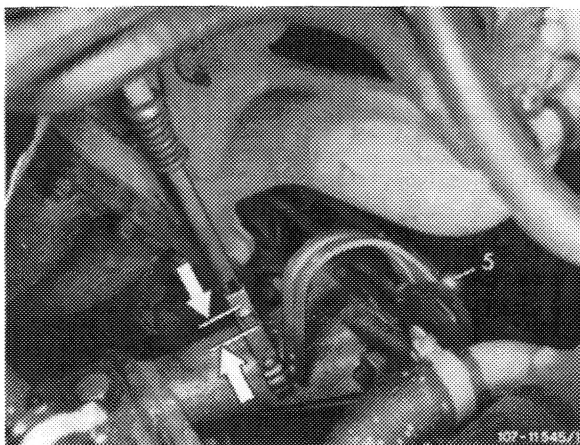
Adjust regulating rod to permit connection free of tension. If required, loosen clamping screw (1 or arrow) and adjust length accordingly.

**On vehicles with air conditioning, run engine for this purpose.**



### Regulating linkage with automatic transmission

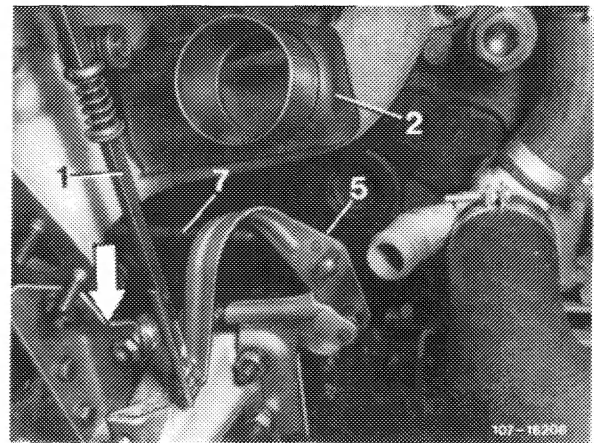
With **engine running**, set regulating rod in such a manner that rod can be connected **free of tension in completely extended condition** (arrows). Adjust length of control pressure rod by means of ball socket (5) as required.





### Adjusting control pressure rod

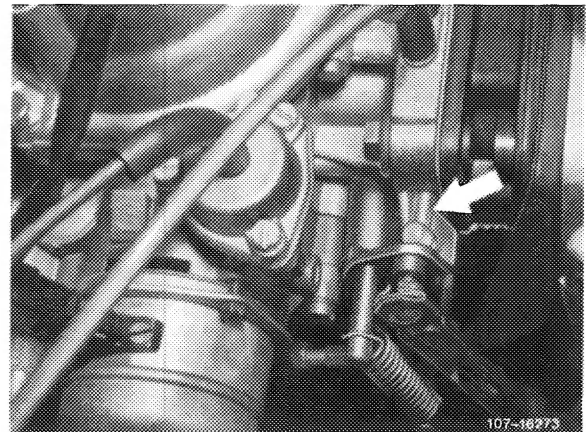
**Run engine at idle.** Disconnect control pressure rod (7) by pulling off ball socket (5) and push to the rear up to stop (idle speed position). In this position, adjust ball socket (5) in such a manner that the control pressure rod can be connected free of tension.



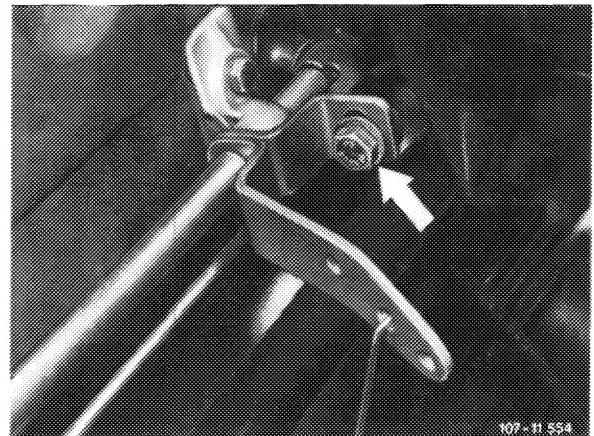
### Adjusting full throttle stop

On vehicles with **manual transmission** step completely down on accelerator pedal with **engine stopped**. In this position, the throttle valve lever should rest against full load stop (arrow) of carburetor.

On vehicles with **automatic transmission** depress accelerator pedal, with **engine stopped**, only up to stop on kickdown switch (do not operate kickdown switch). In this position, the throttle valve lever should rest against full throttle stop (arrow) of carburetor.



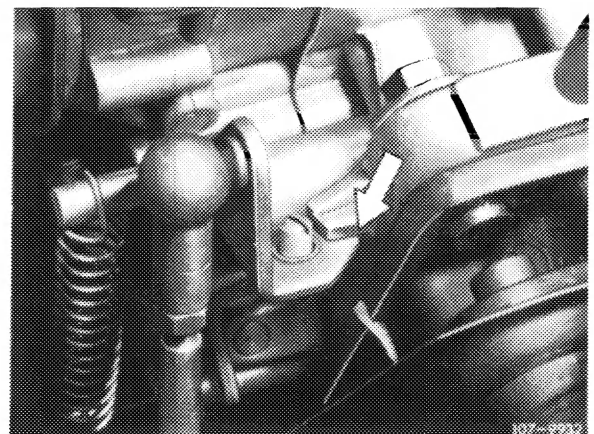
If full throttle stop is not attained, loosen clamping screw (arrow) on regulating shaft. Release accelerator pedal slightly and tighten screw again. Check full throttle stop once again, and repeat adjusting procedure, if required.



### Righthand steering vehicles

With engine stopped, step down on accelerator pedal **fully** on vehicles with **manual transmission**, and **up to stop on kickdown switch** on vehicles with **automatic transmission** (do not operate kickdown switch).

The throttle valve lever should now rest fully against full throttle stop of carburetor.



If full throttle stop is not attained, readjust Bowden wire (12) with adjusting nut (13) until throttle valve lever rests against full throttle stop.

